

NW 48th Street & I-80 Proposal

Applicant: DaNay Kalkowski on behalf of Ringneck Development, LLC

Location: Land bounded by NW 48th, NW 56th, W. Holdrege and Interstate 80

Current Future Land Use: Industrial and Commercial

Current Zoning: AG, Agriculture District. This land is also located within the I-80 West Lincoln Business Center Planned Unit Development.

Current Growth Tier: Tier I, Priority B

Proposal Details:

- Reconfigure the Future Land Use of the property from approximately 70 acres of Commercial and 87 acres of Industrial to 87 acres of Commercial and 70 acres of Urban Residential
- This property is currently outside of the City limits

Comprehensive Plan Specifications:

Moderate to Heavy Industrial Centers (page 5.16)

Moderate to Heavy Industrial Centers are primarily for manufacturing, processing and assembly uses such as Veyance, Archer Daniels Midland, and Kawasaki. In the past, large industrial users were often located in isolation from each other; preferably industries should locate together in planned industrial centers. Many industrial centers also include some warehouse, storage and contractor yard uses with a minor amount of supporting commercial use — but they should be and usually are over 75% industrial use.

New industrial centers should be distant from existing or planned residential areas. Industrial uses should be located in close proximity to each other. Transitional uses (such as offices or commercial uses) should develop between Moderate to Heavy Industrial Centers and residential uses. In redeveloping areas, lesser setbacks may be acceptable due to the existing conditions, as long as industrial zoning does not get closer to existing residences. Each planned industrial district should be established only after further consideration of site characteristics, buffering and appropriate zoning.

Commercial (page 12.4):

Areas of retail, office, service and residential mixed uses. Commercial uses may vary widely in their intensity of use and impact. Individual areas designated as commercial in the land use plan may not be appropriate for every commercial zoning district.

Urban Residential (page 12.4):

Multi-family and single family residential uses in areas with varying densities ranging from more than fifteen dwelling units per acre to less than one dwelling per acre.

Industrial (page 12.4):

Areas where railroads, manufacturing, trucking and transportation facilities are the dominant land use, with some commercial activities.

Tier I, Priority A (page 12.7):

Priority A is comprised of undeveloped land within the City limits, as well as areas that are not yet annexed but which have approved preliminary plans such as preliminary plats, use permits, community unit plans, or planned unit developments. There are still significant infrastructure needs within the existing city and areas currently under development. The top priority areas are those which are within the city limits at the beginning of the planning period. In some cases, annexation agreements commit the City to the construction of certain improvements (arterial roads, water and wastewater lines) by a predetermined date, or commit the City to the repayment of their cost which may have initially been assumed by the developer. Some larger projects, such as the West Haymarket, will be ongoing throughout the planning period and will require significant infrastructure resources. Priority A serves as the "future urban area" for purposes of annexation per state statute, and these areas are appropriate for immediate annexation upon final plat approval. In general, commitments to serve the Priority A areas should be met before the annexation of new areas within Priority B.

Tier I, Priority B (page 12.7):

Areas designated for development in the first half of the planning period (to 2025) are generally contiguous to existing development and should be provided with basic infrastructure as they develop. Some of the infrastructure required for development may already be in place. Some infrastructure improvements may be made in the near term while others, such as road improvements that are generally more costly, may take longer to complete. In certain cases, areas in Priority B have special agreements that include some level of commitment to build future infrastructure. These areas move into Priority A upon approval of preliminary plans.

Staff Findings:

The proposal eliminates all future industrial uses from the I-80 West Lincoln Business Center Planned Unit Development (PUD). The majority of land designated as Industrial is proposed to change to Urban Residential. Some Commercial land is also proposed to be replaced with Urban Residential. In addition, some of the Industrial land is proposed to change to Commercial. Over all, there is an increase in land designated for Commercial.

The Urban Residential designation proposed is new to this tract of land. The roughly 87 acres designated for Industrial is part of a much larger area shown as a Moderate to Heavy Industrial Center. This proposal changes the future land use designation from Industrial to Commercial and Urban Residential and Commercial to Urban Residential. The arrangement of the relationship between land uses and the proposed Urban Residential and Commercial appear to be appropriate. Residential uses along NW 56th Street will need to be properly buffered from future industrial uses to the west.

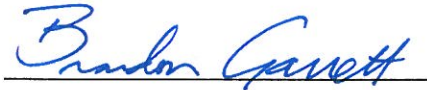
Lincoln Public Schools has been notified of this request as it could result in more students than they were projecting for this area of the city. This land has an approved PUD. The PUD would have to be amended in the future to allow for the changes in use. Since there is an approved plan, the Comprehensive Plan Growth Tiers Map will be updated to reflect its Tier I, Priority A status. This land is adjacent to city limits (south across I-80) and nearby at NW 48th Street and W. Holdrege Street. Utilities are readily available based on the location of this site. NW 48th Street improvements are still underway for this corridor, but are completed adjacent to this area. Other major streets such as W. Holdrege

Street and NW 56th Street are gravel roads and would be improved as adjacent land is platted and developed.

Recommendation:

Approve proposed change

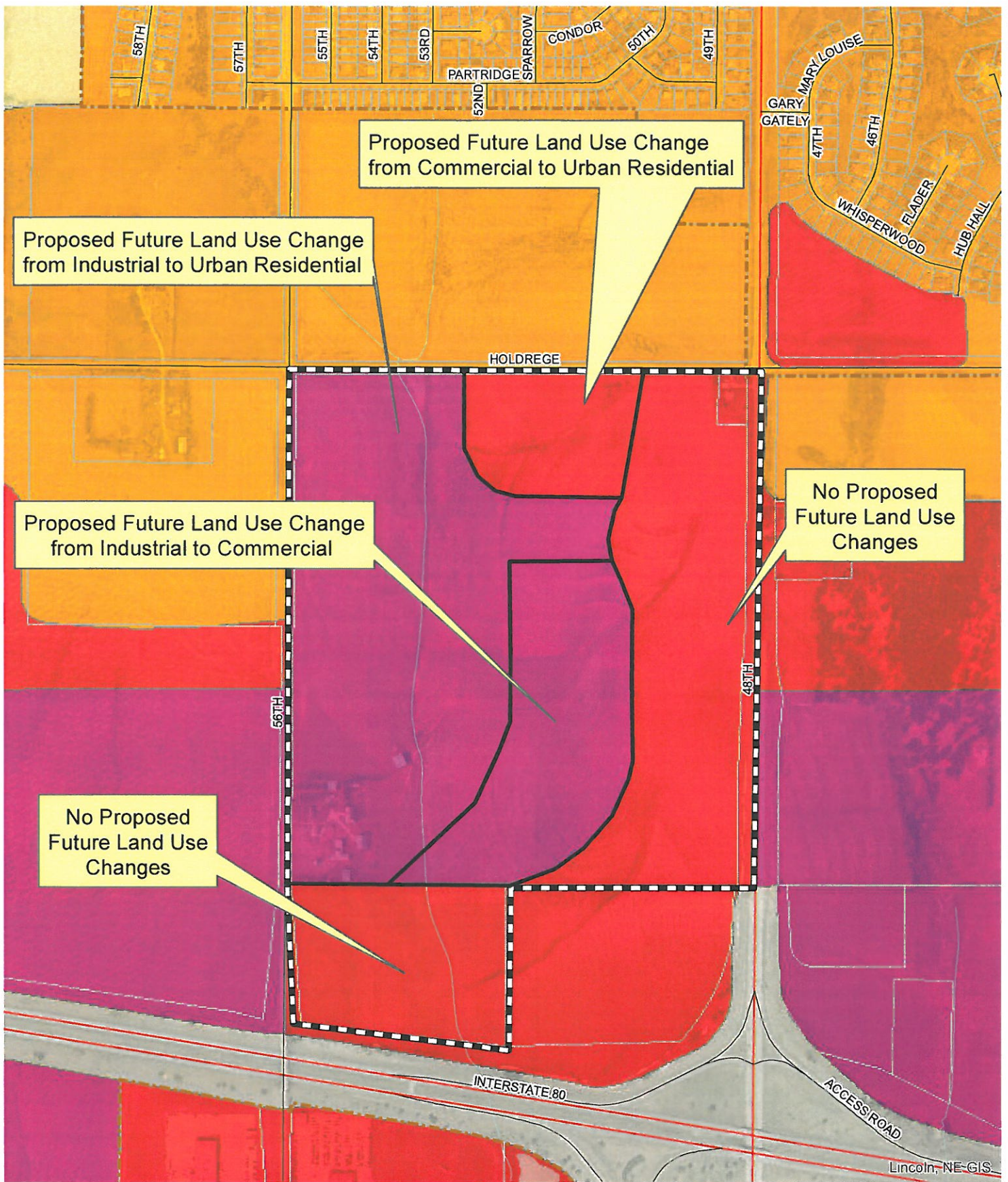
Prepared by

A handwritten signature in blue ink, reading "Brandon Garrett", is written over a horizontal line.

Brandon M. Garrett, AICP

bgarrett@lincoln.ne.gov or 402-441-6373

May 25, 2016



NW 48TH & W HOLDREGE PROPOSAL

- Project Area
- Lincoln City Limits
- Parcels
- Streams

- Major Streets and Highways
- Collector Streets
- Residential Streets
- Private Streets

